

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF CLAIMS:**

1.     **(currently amended)**   A stretch of rail comprising a railway switch element made from high-alloy steel, in which at least one alloy element has a content equal to at least 5% by weight, and a length of rail made from medium-alloy steel, directly welded to one another by ~~a weld without deposition of metal~~ flash welding and forging, wherein the length of rail is formed from a medium-alloy low-carbon steel in which the carbon content is less than 0.55% by weight and which is a bainitic steel.

2.     **(previously presented)**   The stretch of rail as claimed in Claim 1, wherein the length of rail is formed from a medium-alloy low-carbon steel in which the carbon content is less than 0.5% by weight.

3.     **(cancelled)**

4.     **(previously presented)**         The stretch of rail as claimed in Claim 1, wherein the bainitic medium-alloy low-carbon steel is without carbide.

**5. (currently amended)** The stretch of rail as claimed in claim 1, wherein the medium-alloy low-carbon steel forming the length of rail has the following composition by weight:

0.05% to 0.50% of carbon;  
0.5% to 2.5% of manganese;  
0.6% to 3% of silicon or ~~aluminium~~ aluminum;  
0.25% to 3.1% of chromium; and  
0% to 0.9% of molybdenum.

**6. (currently amended)** The stretch of rail as claimed in Claim 5, wherein the medium-alloy low-carbon steel forming the length of rail has a composition defined below:

0.28% to 0.36% of carbon;  
1.40% to 1.70% of manganese;  
at most 0.03% of phosphorus;  
0.01% to 0.03% of ~~sulphur~~ sulfur;  
at most 0.005% of ~~aluminium~~ aluminum;  
1% to 1.40% of silicon;  
0.40% to 0.60% of chromium;  
0.08% to 0.20% of molybdenum;  
at most 0.04% of titanium; and  
at most 0.004% of boron.

7. **(previously presented)** The stretch of rail as claimed in claim 1, wherein the railway switch element made from high-alloy steel comprises 12% to 14% by weight of manganese.

8. **(cancelled)**

9. **(previously presented)** The stretch of rail as claimed in claim 1, wherein there is no heat treatment after the welding of the railway switch element and the length of rail.

10. **(previously presented)** The stretch of rail as claimed in claim 1, wherein the switch element made from the high-alloy steel has a hardness between 170 and 230 HB.

11. **(previously presented)** The stretch of rail as claimed in claim 6, wherein the medium-alloy low-carbon steel has a hardness between 350 and 390 HB.

12. **(currently amended)** A stretch of rail comprising:  
a railway switch element made from high-alloy steel, in which at least one alloy element has a content equal to at least 5% by weight, and  
a length of rail made from medium-alloy steel, directly connected to the railway switch element by ~~a weld~~  
~~without deposition of metal~~ flash welding and forging, wherein

the length of rail made of medium-alloy steel consists essentially of a medium-alloy low-carbon steel in which the carbon content is less than 0.55% by weight and said medium-alloy low-carbon steel is bainitic.

**13. (currently amended)** The stretch of rail as claimed in claim 12, wherein the bainitic medium-alloy low-carbon steel forming the length of rail has the following composition by weight:

0.05% to 0.50% of carbon;  
0.5% to 2.5% of manganese;  
0.6% to 3% of silicon or ~~aluminium~~ aluminum;  
0.25% to 3.1% of chromium; and  
0% to 0.9% of molybdenum.

**14. (currently amended)** The stretch of rail as claimed in Claim 12, wherein the bainitic medium-alloy low-carbon steel forming the length of rail has a composition defined below:

0.28% to 0.36% of carbon;  
1.40% to 1.70% of manganese;  
at most 0.03% of phosphorus;  
0.01% to 0.03% of ~~sulphur~~ sulfur;  
at most 0.005% of ~~aluminium~~ aluminum;  
1% to 1.40% of silicon;  
0.40% to 0.60% of chromium;

0.08% to 0.20% of molybdenum;  
at most 0.04% of titanium; and  
at most 0.004% of boron.

**15. (currently amended)** A stretch of rail, comprising:  
a railway switch element made from high-alloy steel, in  
which at least one alloy element has a content equal to at least  
5% by weight; and

a length of rail made from medium-alloy steel, the  
railway switch element and the length of rail being directly  
welded to one another by ~~a weld without deposition of metal flash~~  
welding and forging, wherein the length of rail is formed from a  
medium-alloy low-carbon steel in which a carbon content is less  
than 0.55% by weight and which is a carbide-free bainitic steel.

**16. (currently amended)** The stretch of rail as  
claimed in claim 15, wherein the carbide-free bainitic  
medium-alloy low-carbon steel forming the length of rail has a  
following composition by weight:

0.05% to 0.50% of carbon;  
0.5% to 2.5% of manganese;  
0.6% to 3% of silicon or ~~aluminium~~ aluminum;  
0.25% to 3.1% of chromium; and  
0% to 0.9% of molybdenum.

**17. (currently amended)** The stretch of rail as claimed in claim 15, wherein the carbide-free bainitic medium-alloy low-carbon steel forming the length of rail has a composition defined below:

0.28% to 0.36% of carbon;  
1.40% to 1.70% of manganese;  
at most 0.03% of phosphorus;  
0.01% to 0.03% of ~~sulphur~~ sulfur;  
at most 0.005% of ~~aluminium~~ aluminum;  
1% to 1.40% of silicon;  
0.40% to 0.60% of chromium;  
0.08% to 0.20% of molybdenum;  
at most 0.04% of titanium; and  
at most 0.004% of boron.

**18. (previously presented)** The stretch of rail as claimed in claim 15, wherein the switch element made from the high-alloy steel has a hardness between 170 and 230 HB.

**19. (previously presented)** The stretch of rail as claimed in claim 6, wherein the medium-alloy low-carbon steel has a hardness between 350 and 390 HB.

**20. (cancelled)**

**21. (previously presented)** The stretch of rail as claimed in claim 15, wherein there is no heat treatment after the welding of the railway switch element and the length of rail.